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Definitions and Abbreviations

ABBREVIATION/TERM/ACRONYM	TERM/DEFINITION
AgResearch	AgResearch Limited
BS	British Standard
Cultural and Environmental Design Framework	Te Ahu a Turanga Cultural and Environmental Design Framework dated April 2019 or as subsequently amended in accordance with these conditions , Condition 11 .
Construction	Activities undertaken to construct the Project, excluding enabling works, and including: <ul style="list-style-type: none"> ▪ ground improvement works; ▪ temporary and permanent drainage installation; ▪ bulk earthworks (including cut and fill activities); ▪ bridge and tunnel construction; ▪ pavements and surfacing; ▪ site reinstatement; ▪ landscaping; and ▪ installation of permanent road furniture and ancillary works.
Council(s)	Palmerston North City Council, Manawatū District Council or Taranaki District Council.
dB	Decibel
District Plan	Palmerston North City District Plan, Manawatū District Plan or Taranaki District Plan.
ECR	Environmental compensation ratio
Enabling works	Preliminary activities, including: <ul style="list-style-type: none"> ▪ pre-construction site investigations (including access for such investigations); ▪ site establishment activities; ▪ site and property access formation; ▪ ecological surveys and any necessary relocations; ▪ any necessary reconfiguration of the Te Āpiti wind farm and other utilities infrastructure; ▪ vegetation removal and vegetation protection; and ▪ the establishment of erosion and sediment control measures.
First Gas	First Gas Limited
Frame site(s)	field research measurement sites at Ballantrae Research Station
ha	Hectares
KRH	KiwiRail Holdings Limited
L _{Aeq(24h)}	Time-average sound level over a twenty-four-hour period, measured in dB
L _{Afmax}	has the same meaning as the 'maximum A-frequency weighted, F-time weighted sound pressure level' in New Zealand Standard 6801:2008 Acoustics – Measurement of Environmental Sound
m	Metres
Meridian	Meridian Energy Limited
mm/s	Millimetres per second
NZEC 34:2001	New Zealand Electrical Code of Practice for Electrical Safe Distances
NZS	New Zealand Standard
NZTA	New Zealand Transport Agency
PPFs	Protected premises and facilities

Commented [CR1]: The reference to Condition 11 appears to be in error.

Conditions 9 and 16 each authorise amendments to the CEDF, with different criteria applying. We later comment (beside conditions 9 and 16) that consolidation of "amendment" provisions for the CEDF would improve certainty and address inconsistency, which is why a general reference to conditions is preferred here instead of references to both conditions 9 and 16.

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ABBREVIATION/TERM/ACRONYM	TERM/DEFINITION
Project	Te Ahu a Turanga; Manawatū Tararua Highway Project
Project Iwi Partners	Rangitāne o Manawatū, Rangitāne o Tamaki Nui-ā-Rua, Ngāti Kahungunu ki Tāmaki Nui-ā-Rua, Ngāti Raukawa
QEII Trust	Queen Elizabeth the Second National Trust, also known as the QEII National Trust.
Requiring Authority	has the same meaning as section 166 of the RMA and, in the case of the Designation is NZTA.
Responsible Officer	the Chief Executive Officer of each Council or their nominee; or such other person that has been delegated by one or more Councils(s) as a Responsible Officer for the purposes of this Designation.
RMA	Resource Management Act 1991.
Shared path	A safe, sealed, contraflow path for pedestrians and cyclists that is separated from the carriageway.
TPR	Transpower New Zealand Limited.
Western Car Park	Manawatu Gorge Scenic Reserve Carpark

Commented [CR2]: As understood from the hearing, the Western Carpark is the Manawatu Gorge Scenic Reserve Carpark. As simple definition would assist since "western car park" is not the generally recognised name in the officers' understanding. Condition 37 also refers to the Manawatu Gorge Scenic reserve carpark and is amended for consistency.

Construction Conditions (common to all jurisdictions)	
General and Administration	
1.	<p>General</p> <p>a) Except as modified by the conditions below, and subject to detailed design and accompanying outline plan(s), the Project must be undertaken in general accordance with the following information provided in 'Te Ahu a Turanga; Manawatū Tararua Highway Project, Notices of Requirement for Designations', dated 31 October 2018:</p> <ul style="list-style-type: none"> i) Volume 2: Assessment of Effects on the Environment and Supporting Material Parts A to G; ii) Volume 2: Part J, Appendix Three – Preliminary Design Philosophy Report; iii) Volume 2: Part J, Appendix Four – Bridge and Retaining Wall Design Philosophy Report; iv) Volume 3: Technical Assessments; v) Volume 4: Plans and Drawings: <ul style="list-style-type: none"> A) land Requirement Plans LR-00 to LR-11; B) designation Plans D-00 to D-10; <p>b) In addition to the matters set out in clause (a), the Project must be undertaken in general accordance with the Cultural and Environmental Design Framework.</p> <p>c) Where there is inconsistency between the documents listed above and the requirements of these conditions, these conditions prevail.</p>
2.	<p>Compliance with outline plan(s) and management plan(s)</p> <p>a) The Project must be undertaken in accordance with any:</p> <ul style="list-style-type: none"> i) Approved Outline Plan(s); and ii) Management plan(s) required by Conditions 11, 14, 17, 19, 20, 21, 22, 23, 24, 28, 29, 30, 34, PN2, PN3, T1, T2 and T3.
3.	<p>Management plan certification process</p> <p>(a) When the Requiring Authority is required to submit a management plan for certification as required by a condition of this designation, the management plan must be submitted to the Responsible Officer of the respective Council in electronic and hard copy form at least 40 working days (or such other time specified in the relevant condition) prior to the commencement of the works to which the management plan relates. The certification process must be confined to confirming that the management plan adequately gives effect to the relevant condition(s).</p> <p>(b) Subject to (c) below, works to which the management plan relate must not commence until the Requiring Authority has received written certification from the Responsible Officer(s).</p>

Commented [CR3]: Cross-references were not included to conditions regarding the Communications Plan, Ecological Management Plan, and Network Integration Plan. References to those conditions are included on an assumption they were intended to be (for example, condition 29 refers to the implementation of the communications management plan)

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	<p>(c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 20 working days of the date of submission under (a) above, the management plan must be deemed to be certified.</p> <p>(d) If the Responsible Officer(s) response is that that they are not able to certify the management plan they must provide the Requiring Authority with reasons and recommendations for changes to the management plan in writing. The Requiring Authority must consider any reasons and recommendations of the Responsible Officer(s) and resubmit an amended management plan for certification.</p> <p>(e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the management plan must be deemed to be certified.</p> <p>(f) If the Responsible Officer(s) response is that that they are still not able to certify the resubmitted management plan then the Requiring Authority must nevertheless include the resubmitted management plan in the relevant outline plan (Condition 8 or 9) with a notation that certification of the management plan has not occurred.</p>
4.	<p>Amendments to certified management plan(s)</p> <p>a) A certified management plan may be amended at the request of the Requiring Authority at any time.</p> <p>b) Subject to (c) and (f) below, works to which the amended management plan relate must not proceed until the Requiring Authority has received written certification of the amended management plan from the Responsible Officer(s).</p> <p>c) If the Requiring Authority has not received a response from the Responsible Officer(s) within 10 working days of the date of request under (a) above, the amended management plan must be deemed to be certified.</p> <p>d) If the Responsible Officer(s) response is that they are not able to certify the amended management plan they must provide the Requiring Authority with reasons and recommendations for changes to the management plan in writing. The Requiring Authority must consider the reasons and recommendations and resubmit an amended management plan for certification.</p> <p>e) If the Requiring Authority has not received a response from the Responsible Officer(s) within 5 working days of the date of resubmission under (d) above, the amended management plan must be deemed to be certified.</p> <p>f) If the Responsible Officer(s) response is that they are still not able to certify the resubmitted management plan then the Requiring Authority must engage an independent, suitably qualified and experienced expert to adjudicate on the area(s) of disagreement between the Requiring Authority and the Responsible Officers(s) and the determination of that expert with regard to those areas of disagreement must be included in the resubmitted management plan which shall thereafter be deemed to be certified.</p>
5.	<p>Post-construction review of designation width</p> <p>a) As soon as practicable following completion of construction of the Project, the Requiring Authority must:</p> <p>i) Review the width of the area designated for the Project;</p> <p>ii) Identify any areas of designated land that are no longer necessary for the on-going operation or maintenance of the State Highway; or for on-going mitigation, offsetting, or compensation measures required to address adverse effects of the Project, including the Ramarama Protection Area identified on Figure B in the Statement of Evidence of Dr Adam Forbes (dated 8 March 2019); and</p> <p>iii) Give notice to the Council(s) in accordance with section 182 of the RMA requesting the removal of those parts of the designation identified in (ii) above.</p>
6.	<p>Post-construction removal of conditions</p> <p>a) Subject to any ongoing implementation requirements of any management plans, the The following conditions relate to the construction of the Project and only only apply to construction activities, such that, once construction of the Project is complete these conditions will no longer apply and can be removed as part of any subsequent District Plan review <u>or change</u>:</p> <p>i) Conditions 4 8 to 39;</p> <p>ii) Conditions M1 and M2;</p> <p>iii) Conditions PN1, PN2 and PN3; and</p> <p>iv) Conditions T1, T2, T3 and T4.</p> <p>b) For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the State Highway within the designation where the provisions of section 176A of the RMA apply.</p> <p>Advice Note: On completion of construction there may be management plans, including those relating to planting and habitat maintenance, that require ongoing implementation and review. Any changes or deletions to the conditions must account for those ongoing obligations.</p>

Commented [CR4]: The conditions referred to in this list do not appear to need/require an explicit trigger to extinguish their application, where that extinguishment already occurs simply on the face of the conditions themselves. See for example condition 10(a).

While the express self-extinguishment in this condition appears unnecessary, there are also conditions referred to in the list which include obligations extending beyond the date which construction is completed. This will cause uncertainty for enforcement where the conditions specifying the ongoing requirements are being explicitly extinguished.

For example this would apply to condition T3 which requires a monitoring for 5 years post-construction, and the planting and ecological management plans which require ongoing maintenance of planting areas. Conditions 1-7 general and administrative conditions should also not be included in the list if the condition remains.

For enforcement and certainty purposes, it is a preference that if there are conditions which should be expressly self-extinguishing at the conclusion of construction (such as with condition 10(a)), that should be clearly expressed in the condition itself (in which case this condition would not be necessary at all). Alternatively, amendments are proposed to this condition to address concerns identified.

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7.	<p>Lapse period</p> <p>The designation shall lapse if not given effect to within 10 years from the date on which it is included in a District Plan under section 175 of the RMA.</p>
Outline plan(s)	
8.	<p>Outline plan(s) (enabling works)</p> <p>a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA for enabling works that are not otherwise a permitted activity pursuant to the relevant District Plan (unless the requirement is waived by the Council).</p> <p>b) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must, to the extent that those matters are relevant to enabling works, demonstrate how the following are achieved:</p> <ul style="list-style-type: none"> i) The matters in Condition 9(e); ii) Where relevant, compliance with the following conditions: <ul style="list-style-type: none"> A) condition PN1: Outline plan – Parahaki Island; B) condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline; C) condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor; D) condition T4: Outline plan – QEII National Trust open space covenants. <p>c) The outline plan(s) (enabling works) need not cover reinstatement of any non-permanent works if that matter is addressed in any Outline Plan(s) (construction works).</p>
9.	<p>Outline plan(s) (construction works)</p> <p>a) An outline plan(s) must be prepared and submitted to the relevant Council in accordance with section 176A of the RMA.</p> <p>b) The outline plan(s) may be submitted for the entire Project or for one or more stages, sections or locations of works.</p> <p>c) The following must be included in each outline plan(s) as relevant to the particular design or construction matters being addressed:</p> <ul style="list-style-type: none"> i) A Communications Management Plan (Condition 11); ii) A Construction Environmental Management Plan (Condition 14); iii) A Landscape Management Plan (Condition 17); iv) An Ecological Management Plan (Condition 24) which must include: <ul style="list-style-type: none"> A) A Planting Management Plan (Condition 19); B) a Lizard Management Plan (Condition 20); C) a Bat Management Plan (Condition 21); D) an Avifauna Management Plan (Condition 27); E) a Terrestrial Invertebrates Management Plan (Condition 23); v) A Construction Noise and Vibration Management Plan (Condition 28); vi) A Construction Traffic Management Plan (Condition 29); vii) A Tangata Whenua Values Monitoring and Management Plan (Condition 30); viii) A Network Integration Plan (Condition 34); viii) A Western Car Park Construction Management Plan (Condition PN2); viii) A Western Car Park Reinstatement Management Plan (Condition PN3); ix) A Wind Farm Management Plan (Condition T1); x) A National Grid Management Plan (Condition T2); xi) A Ballantrae Station Management Plan (Condition T3); xii) Details of reinstatement and remediation works, including of temporary and enabling works not covered by any other management plan or condition; xiii) To the extent the shared path required by Condition 36 is to be provided within the boundaries of the designation, the location and design of the shared path; xiv) A Cultural and Environmental Design Framework design review completed in accordance with Condition 16. <p>d) Subject to Condition 4, the documents and plans referred to in clause (c) above may be amended to provide updated information or reflect changes in design, construction methods or the management of effects without the need for a further outline plan where:</p>

Commented [CR5]: Management plans are required to be completed prior to enabling works, pursuant to later conditions.

Given that they are required before enabling works are undertaken, should they be submitted as part of this condition too, as per condition 9(c)? with amendments possible as in 9(d)?

This could be achieved by copying the requirements from 9(c) and (d) into condition 8.

Commented [CR6]: Understand the reason for the qualification on this sub-clause, however it would be difficult to process an outline plan if the full location and design of a shared path is not at least identified in information provided. It is not intended that the amendment enlarges the matters for assessment of the outline plan.

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	<p>i) The amendment proposed is provided in writing to the Council(s); and</p> <p>ii) The amendment is in general accordance with the outcome described in the original document or plan, or</p> <p>iii) The amendment is to supplement 1.5 'Iwi Crown Partnership and Treaty of Waitangi Settlements', 2.1 'Tangata Whenua Principles', Appendix A.2 'Cultural Values and Narratives' or Appendix A.3 'Sites of Significance to Tangata Whenua' of the Cultural and Environmental Design Framework, including to incorporate outcomes of cultural management and monitoring activities undertaken in accordance with Tangata Whenua Values Monitoring and Management Plan required by Condition 30 and the amendment:</p> <p>A) is an agreed outcome of consultation with Project Iwi Partners;</p> <p>B) does not delete content of the Cultural and Environmental Design Framework; and</p> <p>C) is provided to the Council(s) at the earliest opportunity.</p> <p>iv) In the event that agreement to amend the Cultural and Environmental Design Framework as provided in (iii) above is not obtained with the Project Iwi Partner(s) then the April 2019 version of the Cultural and Environmental Design Framework applies.</p> <p>e) In addition to the matters required by section 176A(3) of the RMA, the outline plan(s) must demonstrate how the following are achieved:</p> <p>i) That the maximum length of the following streams (shown on Drawing C-10) permanently disturbed by diversion or other physical modifications is minimised as far as practicable and does not exceed:</p> <p>A) QEII Trust west (stem 7A): 350m in total;</p> <p>B) QEII Trust east (stems 6A, 6B and 6C): 460m in total.</p> <p>ii) That physical works within the Ramarama Protection Area identified on Figure B in the Statement of Evidence of Dr Forbes dated 8 March 2019 are restricted to restoration planting;</p> <p>iii) That the area of indigenous vegetation or exotic-dominated seepage wetlands removed does not exceed the maximum areas provided for in Condition 18;</p> <p>iv) That in addition to the specific matters addressed in Conditions 34, M1, M2, T1 and T2, the scope, location and timing of works to relocate network utilities and any measures necessary to provide for the identification of, safety and protection of network utilities (in consultation with the network utility operator/Council);</p> <p>v) That except where Meridian provides written consent, the Project must not remove more than two turbines from the Te Āpiti wind farm;</p> <p>vi) The maintenance of permanent access to existing and relocated network utilities and Te Āpiti wind farm turbines, including uninterrupted access during construction of the Project;</p> <p>vii) That the design of the new bridge over the Manawatū River includes a shared pathway required by Condition 36 that also connects to the Manawatū Gorge Scenic Reserve (on the northern bank of the Manawatū River);</p> <p>viii) Where relevant, compliance with the following conditions:</p> <p>A) Condition PN1: Outline plan – Parahaki Island;</p> <p>B) Condition M1: Outline plan – Tararua High Pressure Gas Transmission Pipeline;</p> <p>C) Condition M2: Outline plan – Palmerston North to Gisborne Rail Corridor;</p> <p>D) Condition T4: Outline plan – QEII National Trust open space covenants.</p>
Engagement and Participation	
10.	<p>Community Liaison Person</p> <p>a) A Community Liaison Person must be appointed by the Requiring Authority as the main and readily accessible point of contact for persons affected by enabling or construction works for the duration of the enabling or construction phase of the Project.</p> <p>b) The Community Liaison Person is to be available by telephone during reasonable hours per day (for example, 6am to 10pm), seven days per week, determined in consultation with the Community Liaison Group.</p> <p>c) If the Community Liaison Person is not available for any reason, an alternative person must be nominated.</p> <p>d) The Requiring Authority must take appropriate steps to advise the Community Liaison Person's name, telephone and email contact details, so that all members of the community can access the contact details.</p>
11.	<p>Communications Management Plan</p> <p>a) Prior to the commencement of enabling or construction work activities, the Requiring Authority must prepare a Communications Management Plan that sets out procedures detailing how the public,</p>

Commented [CR7]: There are not always requirements for "outcomes" to be specified in the original documents or plans, except for "emerging design outcomes" (CEDF) and "environmental outcomes" (CEMP). It will not necessarily be the case that there are clearly discernible outcomes against which to assess the amendment. Accordingly, determining whether an amendment can be affected under this sub-condition will be uncertain.

It could be made clearer if the amendment requires accordance with the condition under which the document is established, and/or any outcomes described in the original document or plan if those are stated.

Commented [CR8]: Condition 16 provides for amendments to be made to the CEDF. The mechanics of two conditions addressing amendments to the CEDF are potentially conflicting and confusing and may require some consideration.

Consider whether a condition providing for amendments to the CEDF should be consolidated into condition 9 (or 16), with a sub-condition here in place of (iii) and (iv) referring to that discrete process. Particularly important to get clarity on when an "amendment" to a CEDF is operative given that it is required to be implemented through other management plans. Officers will need certainty on which "version" of a CEDF will be implemented.

Commented [CR9]: There may eventually be inconsistencies between an outline plan and any conditions of a regional consent. Query whether there needs to be some process under this condition whereby NZTA must lodge an amended outline plan to account for any requirements of regional council consent to the extent it may be inconsistent with the an item in (e). The need for NZTA to amend management plans to reflect any changes arising from the regional council consent process would not necessarily address all of the matters as we understand them in (e).

Commented [CR10]: An amendment has been recommended to Condition 2 above to ensure that the communications plan is complied with. We have assumed that was the intention.

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	<p>stakeholders and residents will be communicated with throughout the enabling or construction work activities.</p> <p>b) The objective of the Communications Management Plan shall be to ensure that potentially affected parties are communicated with about ongoing design and enabling or construction management activities.</p> <p>c) The Communications Management Plan must accompany any relevant outline plan prepared in accordance with Conditions 8 or 9.</p> <p>d) As a minimum, the Communications Management Plan must include:</p> <ul style="list-style-type: none"> i) Details of the Community Liaison Person (Condition 10), including the ways in which their contact details will be found, such as on the Project website and at site access points. ii) A list of stakeholders, organisations, businesses and residents who will be communicated with. iii) Topics of communication, including but not limited to: <ul style="list-style-type: none"> A) proposed hours of enabling or construction work activities where these are outside of normal working hours or on weekends or public holidays, including night-time heavy vehicle movements; B) proposed routes for enabling or construction vehicles, including the total number of vehicles, proportion of heavy vehicles and the times of day these routes will be used; C) methods to deal with concerns raised; D) methods to provide early notification to businesses of enabling or construction work activities, particularly any such activities that will or may impact on Saddle Road (and use of Saddle Road for traffic); E) methods to communicate on any temporary traffic management measures, including disruption of, or changes to, pedestrian and cycling routes and the reinstatement of those routes disrupted by closure of State Highway 3 through Manawatū Gorge (such as the Saddle Road/Pahiatua cycleway route); F) methods to communicate on any disruption of, or changes to, access to the Manawatū Gorge Scenic Reserve walkways (and/or the Western Car Park during enabling or construction works); G) general conceptual design matters including but not limited to landscaping, rest areas, viewing points, and the shared path; H) progress of any enabling or construction works in comparison to key project milestones and completion dates; and I) details of communication activities proposed including: <ul style="list-style-type: none"> 1. details of a Project website for providing information to the public, publication of newsletters (or similar), and proposed newsletter delivery areas; 2. information days, open days or other mechanisms to facilitate community engagement; 3. newspaper advertising; and 4. notification and consultation with road user groups, business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active enabling or construction works activities, and for all businesses, pre-schools and schools in Woodville and Ashhurst.
<p>12.</p>	<p>Community Liaison Group</p> <p>a) The Requiring Authority must establish a Community Liaison Group at least 30 working days prior to the commencement of enabling or construction works, or at least 30 working days prior to the completion of the Cultural and Environmental Design Framework (Condition 16), a Landscape Management Plan (Condition 17), a Construction Traffic Management Plan (Condition 29), or a Western Car Park Construction Management Plan (Condition PN2) to allow sufficient opportunity for consultation.</p> <p>b) The purpose of the Community Liaison Group is to:</p> <ul style="list-style-type: none"> i) share information and, except for B), provide input on: <ul style="list-style-type: none"> A) detailed design, including planned landscaping, mitigation works (including offset, compensation and replacement planting) and enabling or construction works environmental management (particularly construction traffic); B) key project milestones; C) rest areas or viewing points that are integrated with the Project; D) opportunities to integrate the Project design with public access / walkway opportunities including to areas such as the Manawatū Gorge; E) planting plans (in accordance with Condition 19);

Commented [CR11]: Enabling works would occur prior to construction works. Is the intention that this condition provides an option as to when the group is established?

As this condition deals with establishment of the group only and not the regularity of meetings (this is addressed in (c)), only one deadline would appear to be necessary, without providing multiple options.

Commented [CR12]: Condition 16 does not have a process for completion of the CEDF and it unclear when this will be. condition 16 refers to possible amendments to it.

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	<p>F) provision of pedestrian access across the new Manawatū River bridge to provide views to the Manawatū Gorge;</p> <p>G) the design of the walking and cycling facilities required by Conditions 35, 36 and 37;</p> <p>H) the Landscape Management Plan, the Construction Traffic Management Plan and the Western Car Park Reinstatement Management Plan;</p> <p>ii) report on and respond to concerns and issues raised in relation to enabling or construction works, particularly in respect of the existing local roads such as Saddle Road and Pahiatua Track; and</p> <p>iii) provide a forum to assist the Requiring Authority to monitor any effects on the community arising from enabling or construction works.</p> <p>c) The Community Liaison Group must hold meetings at least once every three months throughout the enabling or enabling and construction works period and up to twelve months following completion of enabling or construction works so that on-going monitoring information can be shared, discussed and responded to (noting that the Group may decide to meet less frequently or may be discontinued earlier at the agreement of the majority of non-Project participants, that is the majority of members not including the Project Liaison Person, Requiring Authority representatives and and the enabling or construction works contractor).</p> <p>d) In addition to the Project Liaison Person and representatives of the Requiring Authority and the enabling or construction works contractor, the Requiring Authority will invite representatives of the following entities (at least) to be members of the Community Liaison Group:</p> <p>i) Ashhurst community (at least 3) and Woodville community (at least 3), Dannevirke (1), Palmerston North (1) – noting for accessibility it may be appropriate for the groups to meet separately in Woodville and Ashhurst;</p> <p>ii) Local schools, including Ashhurst School, Te Kōhanga Reo o Atawhai, Woodville School, and Learning Adventures;</p> <p><u>iii) Representatives of the respective territorial authorities;</u></p> <p>iv) <u>iv)</u> Respective Responsible Officer(s);</p> <p>v) <u>v)</u> The Manawatu Whanganui Regional Council;</p> <p>vi) <u>vi)</u> The Department of Conservation;</p> <p>vii) <u>vii)</u> Project Iwi Partners;</p> <p>viii) <u>viii)</u> Mr Tom Shannon;</p> <p>ix) <u>ix)</u> Manawatū River Source to Sea; and</p> <p>x) <u>x)</u> Road user group representatives, including accessibility, cycling and walking group representatives.</p> <p>a) The Requiring Authority must prepare an agenda and record minutes for each meeting.</p> <p>b) The Requiring Authority must maintain a record of issues raised by the Community Liaison Group and the Requiring Authority's response to those issues (including reasons in circumstances where no action is taken).</p> <p>c) The Requiring Authority must meet all reasonable costs associated with resourcing the Community Liaison Group.</p>
<p>13.</p>	<p>Complaints management</p> <p>a) At all times during enabling or construction works, the Requiring Authority must maintain a permanent register of any public or stakeholder complaints received in relation to adverse effects of the enabling or construction works for the Project.</p> <p>b) The register must include:</p> <p>i) The name and contact details (if supplied) of the complainant;</p> <p>ii) The nature and details of the complaint;</p> <p>iii) Location, date and time of the complaint and the alleged event giving rise to the complaint;</p> <p>iv) The weather conditions at the time of the complaint (as far as practicable), including wind direction;</p> <p>v) Other activities in the area, unrelated to the Project, that may have contributed to the complaint;</p> <p>vi) The outcome of the Requiring Authority's investigation into the complaint;</p> <p>vii) Measures taken to respond to the complaint; and</p> <p>viii) If any action was taken, a description of measures taken to resolve the issue to which the complaint relates.</p> <p>c) The Requiring Authority must respond to the complainant as soon as reasonably practicable, as appropriate to the urgency of the circumstances, and within 10 working days at the latest.</p>

Commented [CR13]: Should this be “enabling and construction works?”

Commented [CR14]: Assume the intention is to have the meetings every three months following completion of construction works for a year. If this is the purpose, the words “enabling or...” are incorrect.

Commented [CR15]: It is not clear if the intention of this clause is to ensure that a regulatory officer is present or a representative of the Council in a broader capacity. Distinction is probably necessary

The wording included at (iii) covers the latter.

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Construction Management	
14.	<p>Construction Environmental Management Plan</p> <p>a) Prior to the commencement of enabling or construction <u>works</u>, the Requiring Authority must prepare a Construction Environmental Management Plan.</p> <p>b) The objective of the Construction Environmental Management Plan is to set out measures that must be implemented to comply with the designation conditions and to appropriately remedy or mitigate any adverse effects of enabling or construction work activities.</p> <p>c) The Construction Environmental Management Plan must accompany any relevant outline plan prepared in accordance with Condition 8 and Condition 9 and also include the following suite of management plans:</p> <ul style="list-style-type: none"> i) Landscape Management Plan prepared in accordance with Condition 17; ii) Ecological Management Plan prepared in accordance with Condition 24; iii) Construction Noise and Vibration Management Plan prepared in accordance with Condition 28; iv) Construction Traffic Management Plan prepared in accordance with Condition 29; v) Tangata Whenua Values Monitoring and Management Plan prepared in accordance with Condition 30; vi) Western Car Park Construction Management Plan prepared in accordance with Condition PN2; and vii) Western Car Park Reinstatement Management Plan prepared in accordance with Condition PN3. <p>d) The Construction Environmental Management Plan must include (as a minimum):</p> <ul style="list-style-type: none"> i) the roles and responsibilities of staff and contractors; ii) The environmental outcomes anticipated by: <ul style="list-style-type: none"> A) the Requiring Authority's 'Environmental and Social Responsibility Policy' (2011) and relevant regional and district plan rules and associated performance standards and conditions (including those imposed by other authorisations or permissions), B) the Cultural and Environmental Design Framework; and C) relevant performance standards and conditions of the designation. iii) A description of the Project including: <ul style="list-style-type: none"> A) the enabling and construction works programmes and staging approach; B) enabling and construction works methodologies; C) a detailed site layout; D) the design and management specifications for all earthworks on-site, including disposal sites and their location; E) the design of temporary lighting for enabling and construction works and construction support areas; F) the approach to the management of enabling and construction works waste, taking into account the waste management hierarchy to reduce, re-use, recycle and recover, along with responsible disposal of residual waste; iv) a description of training requirements for all site personnel (including employees, sub- contractors and visitors); v) environmental incident and emergency management procedures; vi) environmental complaints management measures; vii) compliance monitoring, environmental reporting and environmental auditing, including a requirement to provide the results or outcomes of monitoring, reporting and auditing to the Responsible Officer(s); viii) the details for emergency contact personnel who must be contactable 24 hours, 7 days a week; ix) site security arrangements; x) an accidental discovery protocol, where required by and in accordance with Condition 31; xi) a requirement for a copy of the Construction Environmental Management Plan to be held at all site offices; xii) methods for amending, augmenting and updating the Construction Environmental Management Plan; and <p>e) The Construction Environmental Management Plan must be updated to incorporate any requirements of Regional Council resource consents.</p>

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15.	<p>Erosion and sediment control measures</p> <p>a) All erosion and sediment control measures must be designed, constructed and maintained in accordance with Auckland Council GD05 “<i>Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region</i>”, June 2016 (GD05) <u>or any amendments to that document.</u></p>
Landscape, Visual Amenity and Natural Character	
16.	<p>Cultural and Environmental Design Framework</p> <p>a) The detailed design of the Project must achieve the corridor design principles and emerging design outcomes contained in the operative version of the Cultural and Environmental Design Framework.</p> <p>b) Any management plan required by conditions of this designation, or outline plan prepared and submitted in accordance with section 176A of the RMA, must demonstrate compliance with (a) through the completion of the ‘design review template’ (attached as Appendix B to the Cultural and Environmental Design Framework).</p> <p>c) <u>The Cultural and Environmental Design Framework may be amended to take into account the outcomes of consultation with Project Iwi Partners, the Department of Conservation, the Councils, the Manawatu-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatu Gorge Governance Group, the Community Liaison Group, affected network utility providers, Meridian, and AgResearch.</u></p> <p>d) <u>If the Cultural and Environmental Design Framework is amended in accordance with (c) above, a copy of the amended Cultural and Environmental Design Framework must be provided to the Responsible Officer of each Council.</u></p> <p>e) If an amendment to the Cultural and Environmental Design Framework would materially affect the content of a certified management plan or an approved outline plan, then an amended management or outline plan must be submitted for certification in accordance with Condition 3<u>4</u> or approval in accordance with Condition 8 or 9 as appropriate.</p>
17.	<p>Landscape Management Plan</p> <p>a) The objective of the Landscape Management Plan is to address the potential adverse effects of the Project on landscape, visual amenity and natural character values by describing the integration of the Project’s permanent works into the surrounding landscape and establishing the requirements for landscape mitigation works and to ensure that planting is completed as soon as is reasonably practicable following the completion of each stage of, or discrete location of, construction works.</p> <p>b) The Landscape Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must:</p> <ul style="list-style-type: none"> i) be prepared by an independent, suitably qualified and experienced person; ii) accompany any relevant outline plan prepared in accordance with Condition 8 or 9; iii) have particular regard to the outcomes of consultation with landowners within the Designation, the Project Iwi Partners, the Department of Conservation, the Council(s), the Manawatu-Whanganui Regional Council, the QEII National Trust, the Te Āpiti Manawatu Gorge Governance Group, the Community Liaison Group, Meridian, and Manawatu River Source to Sea; iv) As a minimum, the Landscape Management Plan must: <ul style="list-style-type: none"> A) describe how permanent works, such as earthworks areas, are integrated into the surrounding landscape and topography, including (but not limited to) the restoration of areas used for temporary work and enabling or construction works yards and the opportunity for the permanent exposure of valuable geological profiles to provide geosites; B) describe and map indigenous vegetation that is to be retained and any proposed new landscape and visual amenity plantings; C) require any proposed new landscape or visual amenity planting to be undertaken as soon as is reasonably practicable following the completion of works and in accordance with the Planting Management Plan required by Condition 19; D) describe proposed planting at 75 Hope Road, developed in consultation with the owners of 75 Hope Road, to screen views of the new road; E) demonstrate: <ul style="list-style-type: none"> 1. the integration of works and planting required by the Landscape Management Plan with any replacement, offset or compensation planting required by Condition 18; 2. opportunities for the planting of stream riparian and wetland margins to restore natural character values.

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Commented [CR17]: See comments in relation to condition 9, regarding apparent overlap and inconsistencies between 9 and 16 regarding amendment to the CEDF. Suggest consolidation into either 9 or 16.

Commented [CR18]: Cross reference error

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- v) Planting required by the Landscape Management Plan within a portion of the Te Āpiti wind farm indicated by property reference numbers 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018 must be:
- A) within the Designation boundary; and
 - B) must not exceed a height of 1.5 metres at maturity except where:
 1. the planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location and as exists on 31 October 2018 and Meridian is consulted in respect of the species proposed to be planted); or
 2. the requirements of clauses A) or B) are not met and Meridian provides the Requiring Authority with its written consent to such planting; or
 3. the planting is within areas of existing vegetation habitat types that are expected to grow higher than 1.5m.

2-vii) be updated to incorporate any requirements of Regional Council resource consents.

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Terrestrial Ecology

18.

Replacement, offset or compensation planting

Replacement, offset or compensation planting must:

- a) Be provided in accordance with the environmental compensation ratios (ECR) set out in Table 1. Where vegetation or habitat removal is less than the maximum area, the minimum area of replacement planting must be calculated by multiplying the slope-corrected area of affected vegetation by the ECR for the relevant ecosystem type.

Table 1: Vegetation Removal and Replacement

Ecosystem type	Maximum area of vegetation or habitat able to be removed (ha)	ECR	Maximum Minimum area of replacement, offset or compensation planting (ha)
Secondary broadleaved forests with old-growth signatures	3.07	5	15.35
Old-growth treelands	0.41	5	2.05
Kānuka forests	1.59	5	7.95
Advanced secondary broadleaved forests	0.98	5	4.88
Secondary broadleaved forests and scrublands	16.46	3	9.38
Mānuka and kānuka shrublands	4.04	1.5	4.04
Divaricating shrublands	0.33	3	0.99
Old-growth forests (alluvial)	0.15	12	1.8
Old-growth forests (hill country)	1.0	10	10
Raupō dominated seepage wetlands (high value)	0.13	4	0.52
Indigenous-dominated seepage wetlands (moderate value)	1.12	3	3.36
Exotic-dominated seepage wetlands (low value)	2.74	1.5	4.11

- b) Include the planting of swamp maire at the following rates:
- i) 100 swamp maire trees for each existing swamp maire tree affected by more than 10% of live growth pruning as determined by an independent, suitably qualified and experienced arborist;
 - ii) 200 swamp maire trees for each existing swamp maire tree where a swamp maire tree dies as a result of enabling or construction works activities.

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	<p>c) Include the planting of ramarama at a rate of 1:100 where any ramarama greater than 15 centimetres tall located outside of the Ramarama Protection Area (shown on Figure B in the Statement of Evidence of Dr Forbes dated 8 March 2019) is removed as a result of enabling or construction works activities.</p> <p>d) Not be located within a portion of the Te Āpiti wind farm indicated by property reference numbers 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018 except where:</p> <ul style="list-style-type: none"> i) Meridian provides the Requiring Authority with its written consent to such planting; or ii) The planting is for the restoration of areas subject to QEII Trust open space covenants at 31 October 2018 and shown on Plan C-06 dated October 2018 (where the planting is in a similar location as exists on 31 October 2018 and Meridian is consulted in respect of the species proposed to be planted). <p>e) The maximum area of exotic dominated seepage wetland able to be removed must be updated to include any additional exotic dominated seepage wetland identified in pre-construction surveys undertaken by the Requiring Authority.</p> <p>f) Include plantings additional to those required by (a) to (e) above in order to mitigate-edge effects associated with indigenous vegetation removal.</p> <p><i>Advice Note: Section 3.2 of the Cultural and Environmental Design Framework deals with the disruption (damage) of indigenous vegetation and habitats.</i></p>
<p>19.</p>	<p>Planting Management Plan</p> <ul style="list-style-type: none"> a) The objective of the Planting Management Plan is to ensure that any planting required by Conditions of this Designation is undertaken in an appropriate manner to facilitate the ongoing survival of those plants. b) The Planting Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced expert (such as an arborist, terrestrial ecologist or landscape architect) in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of that consultation with the Department of Conservation and the Project Iwi Partners; iii) Require that all planting to be completed within the three planting seasons following the completion of each stage or discrete location of construction works; iv) Identify areas (including legal boundaries) where planting is to occur including: <ul style="list-style-type: none"> A) where planting is to be staged with reference to the enabling or construction works programme; and B) canopy gap planting in retired areas and any areas of edge buffer planting; C) areas for planting required by Conditions 17 and 18; v) Describe where the plants will be sourced from (including eco-sourcing, species genetic source and propagation methodology); vi) Describe plant species mixes; plant spacing, density and layout; plant size (at time of planting); and planting methods (including ground preparation, mulching and trials); vii) Describe fencing, stock exclusion, or any other physical works necessary to protect planted areas in perpetuity; viii) Require Describe legal arrangements (land purchase, leasing or covenanting) to be entered into to protect the plantings in perpetuity; ix) Include a plant pest management programme that as a minimum targets species that threaten new or replacement plantings, forest regeneration, forest succession, and the regeneration of any retirement areas; x) Include an animal pest management programme to manage possums and rats to achieve and maintain a 5% or better residual trap catch/tracking index score (or equivalent monitoring method); xi) Describe the ongoing maintenance and management of planted areas, including a requirement that plants that fail to establish are replaced over a 5-year period, or in the case of mass plantings until 80% canopy cover is achieved; xii) Describe how the potential for bird strike from vehicles using the road will be reduced through plant species selection in proximity of the new road; xiii) Include a species list for divaricating shrubland replacement planting that has a high representation of the indigenous plant genera/species <i>Coprosma rhamnoides</i>, <i>Melicytus</i>, <i>Olearia virgata</i>, <i>Olearia solandri</i>, <i>Muehlenbeckia</i>, <i>Parsonsia</i> and <i>Rubus</i>, (subject to the reasonable availability of those genera/species);

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	<p>xiv) Identify areas that are avoided to achieve the requirements of Conditions 9(e)(i), (ii) and (iii) and Condition 23.</p> <p>xiv)xv) <u>be updated to incorporate any requirements of Regional Council resource consents.</u></p>
20.	<p>Lizard Management Plan</p> <p>a) The objective of the Lizard Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on lizards.</p> <p>b) The Lizard Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p> <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Take into account the outcomes of any consultation with the Project Iwi Partners and the Department of Conservation; iii) Describe the methodology for survey, salvage, transfer and release, including the identification of potential habitats for survey and planned and opportunistic relocations; iv) Identify release sites (which may include the Manawatū Gorge Scenic Reserve, subject to permission being granted by the Department of Conservation) and confirm any works necessary to protect such sites from predation or disturbance (when the sites are not in the Manawatū Gorge Scenic Reserve); and <p>v) <u>Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.</u></p> <p>vi) <u>be updated to incorporate any requirements of Regional Council resource consents.</u></p>
21.	<p>Bat Management Plan</p> <p>a) The objective of the Bat Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on bats.</p> <p>b) The Bat Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p> <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Require, prior to the commencement of construction and between the months of November to March, the undertaking of a bioacoustic survey with the survey methodology to be developed in consultation with the Department of Conservation; iii) Include procedures for the removal of any bat roosts (including measures to retain and monitor any active roosting site) if the bioacoustic survey identifies the presence of bats in the Designation; iv) where necessary, set out an approach to habitat replacement and pest control; and <p>v) <u>be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.</u></p> <p>vi) <u>be updated to incorporate any requirements of Regional Council resource consents.</u></p>
22.	<p>Avifauna Management Plan</p> <p>a) The objective of the Avifauna Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on avifauna.</p> <p>b) The Avifauna Management Plan forms part of the Ecological Management Plan required by Condition 24 and must:</p> <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) In the Manawatū River riverbed: <ul style="list-style-type: none"> A) Describe the measures necessary (prior to the July to March breeding season) to deter black-fronted dotterels and banded dotterels from nesting; B) Set out the methodology for a pre-construction survey to identify any nesting dotterels; C) If nesting dotterels are present, in accordance with the NZTA's 'Guidance in relation to New Zealand dotterels on NZTA land' dated November 2012: <ul style="list-style-type: none"> 1. require the establishment an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed;-and 2. provide for the relocation (by driving away under the supervision of an suitably qualified and experienced person) of the dotterels that are not actively nesting;

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	<ul style="list-style-type: none"> iii) For any vegetation clearance between the months of September and January, including in potential whitehead nesting habitats: <ul style="list-style-type: none"> A) set out the methodology for a pre-construction survey to identify any nesting whiteheads; B) if nesting whiteheads are present, require the establishment of an exclusion area around the tree containing the nest and immediately adjacent trees within which works may not be undertaken until nesting activities are completed. v) For any clearance or mowing of rank grass between the months of August and March: <ul style="list-style-type: none"> A) set out the methodology for a pre-construction survey to identify any nesting pipit; B) if nesting pipit are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed. vi) Prior to any works occurring in the raupō dominated seepage wetlands, as shown on Designation Plan D-02 dated October 2018, set out the methodology for a pre-construction survey for cryptic bird species. If nesting cryptic bird species are present, require the establishment of an exclusion area around the nesting area within which works may not be undertaken until nesting activities are completed. vii) Consider opportunities to minimise disturbance to the freshwater ponds located between CH9200 and CH9600 in order to maintain possible habitat for Australian coot and New Zealand dabchick. <p><u>viii)</u> Be updated to achieve consistency with any authorisation given by the Director-General of Conservation under section 53 of the Wildlife Act 1953 where any such authorisation is required.</p> <p><u>viii)</u> <u>be updated to incorporate any requirements of Regional Council resource consents.</u></p>
<p>23.</p>	<p>Terrestrial Invertebrate Management Plan</p> <ul style="list-style-type: none"> a) The objective of the Terrestrial Invertebrate Management Plan is to avoid, remedy or mitigate the potential adverse effects of the Project on At-Risk or Threatened terrestrial invertebrates. b) The Terrestrial Invertebrate Management Plan forms part of the Ecological Management Plan required by Condition 24 and must: <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced ecologist in consultation with the Department of Conservation and the Project Iwi Partners; ii) Require, prior to the commencement of enabling or construction works, pre-construction surveys to determine: <ul style="list-style-type: none"> A) invertebrate community composition; B) the presence of 'At Risk' or 'Threatened' taxa (as defined by the Department of Conservation's New Zealand Threat Classification System). iii) Inform any mitigation monitoring and any offsetting or compensation proposed under Condition 24(b); iv) Define the timing and locations of surveys; v) Set out the appropriate levels of taxonomic resolution and/or community composition indices to be applied; vii) Where the pre-construction surveys detect the presence of 'At-Risk' or 'Threatened' taxa: <ul style="list-style-type: none"> A) identify the vegetation or habitats that should be avoided in the first instance; B) outline the optimal timing of vegetation clearance based on the 'At-Risk' or 'Threatened' taxa present; C) where appropriate, describe the methods of direct invertebrate management; D) identify areas where measures to manage enabling or construction works activities apply; E) set out approaches to the restoration of invertebrate taxa/community composition in planting and retirement areas required by Conditions 18 and 24, including but not limited to: <ol style="list-style-type: none"> 1. wood disk stepping stones and long grass corridors; 2. the salvage and transfer of soils, coarse woody material or debris and leaf litter; and 3. detailed measures to create and/or restore habitats for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project; 4. monitoring protocol for populations of 'At-Risk' or 'Threatened' taxa impacted by the Project, where monitoring forms part of the measures determined by Condition 24(b); and <p><u>viii)</u> <u>be updated to incorporate any requirements of Regional Council resource consents.</u></p>

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24.	<p>Ecological Management Plan</p> <p>a) The Objective of the Ecological Management Plan <u>is</u> to address the potential adverse effects of the Project on ecological and biodiversity values.</p> <p>b) The Ecological Management Plan must be prepared prior to the commencement of <u>enabling or construction works</u>, form part of the Construction Environmental Management Plan required by Condition 14, and it must:</p> <ul style="list-style-type: none"> i) Be certified under Condition <u>8</u>; ii) Be prepared by an independent, suitably qualified and experienced person(s); iii) Accompany any relevant Outline Plan prepared in accordance with <u>Conditions 8 and 9</u>; iv) As a minimum: <ul style="list-style-type: none"> A) summarise the terrestrial ecology and biodiversity values and effects of the Project; B) take into account the outcomes of any consultation with the Project Iwi Partners, the Department of Conservation, the Te Āpiti Manawatū Gorge Governance Group and any other party having a direct interest in the land subject to planting required by Condition 18; C) include the Planting, Bat, Lizard, Avifauna, and Terrestrial Invertebrate Management Plans required by Conditions 19, 20, 21, 22 and 23; D) detail how vegetation to be removed will identified on site; E) set out site staff induction procedures in respect of ecological requirements, including measures to prevent the introduction of pest plants; F) consider opportunities for: <ul style="list-style-type: none"> 1. the reuse of natural materials and felled trees by the Project Iwi Partners; and 2. community participation in planting; G) provide for the salvage and transfer of soils, coarse woody material or debris and leaf litter for use in areas of replacement and retirement planting; H) confirm the location of any areas to be retired from grazing; I) include a process for any revision of the ECRs contained in Condition 18. <p>c) Taking into account the measures to avoid, remedy, mitigate, offset or compensate for adverse ecology effects (including the measures to be undertaken as described in the Ecological Management Plan), the Requiring Authority must, in consultation with the Department of Conservation and the Project Iwi Partners:</p> <ul style="list-style-type: none"> i) Determine the extent of any further offsetting or compensation necessary to achieve a net indigenous biological diversity gain with reference to the direction given by Policy 13-4 of the One Plan – Part II; ii) Where further offsetting or compensation is necessary, this may include (but not be limited to): <ul style="list-style-type: none"> A) the retirement of areas (where available) within the areas shown for this purpose on Figure 6.A.9 (in Appendix 6.A to Technical Assessment 6: Terrestrial Ecology); B) the retirement of additional areas in an alternative location, additional offset or compensation planting and/or additional pest management measures; C) funding provided to the Manawatu Gorge Governance Group to undertake activities described in the 'Te Apiti – Manawatu Gorge Biodiversity Management Plan' dated 8 August 2017 including, but not limited to, items that are consistent with the section 4 of that Plan and the following items listed in section 6.1 of that Plan: <ul style="list-style-type: none"> 1. weed and animal pest survey and planning; 2. weed control; 3. animal control; 4. monitoring and reporting; 5. biodiversity enhancement; 6. landscape level linkages. iii) <u>The required offsetting or compensation activities must be managed, where appropriate, in accordance with the management framework set out in the Ecological Management Plan.</u> iv) <u>be updated to incorporate any requirements of Regional Council resource consents.</u>
25.	<p>At risk or threatened flora and fauna discovery protocol</p> <p>a) In the event of discovery or any 'At-Risk' or 'Threatened' flora or fauna (as defined by the Department of Conservation's New Zealand Threat Classification System) within the Designation that is not</p>

Commented [CR22]: The EMP forms part of the CEMP which is required prior to enabling works. Presumably the EMP is intended to be required at the same time. Amendments accordingly

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	<p>specifically addressed by Conditions 20, 21, 22, 23 or 24, the Requiring Authority must determine a course of action:</p> <ul style="list-style-type: none"> i) Based on the advice of an independent, suitably qualified and experienced ecologist; ii) With reference to the Ecological Management Plan framework; and iii) Taking into account the outcomes of any consultation <u>with</u> the Project Iwi Partners and the Department of Conservation. <p>b) The Requiring Authority must provide written advice to the Responsible Officer(s) setting out the course of action determined in accordance with clause (a).</p>
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Construction Noise and Vibration

26.	<p>Limits and assessment – construction noise</p> <p>a) All construction works must be designed and conducted to ensure that, as far as practicable, construction noise does not exceed the limits in Table 2. Sound levels must be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction noise as follows (at occupied dwellings).</p> <p>Table 2: Construction Noise Limits</p> <table border="1"> <thead> <tr> <th>Time of week</th> <th>Time period</th> <th>L_{Aeq}</th> <th>L_{Afmax}</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Weekdays</td> <td>0630-0730</td> <td>55 dB</td> <td>75 dB</td> </tr> <tr> <td>0730-1800</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800-2000</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000-0630</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Saturdays</td> <td>0630-0730</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730-1800</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800-2000</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000-0630</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="4">Sundays and public holidays</td> <td>0630-0730</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730-1800</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800-2000</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>2000-0630</td> <td>45 dB</td> <td>75 dB</td> </tr> </tbody> </table>	Time of week	Time period	L _{Aeq}	L _{Afmax}	Weekdays	0630-0730	55 dB	75 dB	0730-1800	70 dB	85 dB	1800-2000	65 dB	80 dB	2000-0630	45 dB	75 dB	Saturdays	0630-0730	45 dB	75 dB	0730-1800	70 dB	85 dB	1800-2000	45 dB	75 dB	2000-0630	45 dB	75 dB	Sundays and public holidays	0630-0730	45 dB	75 dB	0730-1800	55 dB	85 dB	1800-2000	45 dB	75 dB	2000-0630	45 dB	75 dB
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27.	<p>Measurement and assessment – construction vibration</p> <p>a) Construction vibration must, as far as practicable, comply with the criteria in Table 3, where:</p> <ul style="list-style-type: none"> i) Measurement is in accordance with ISO 4866:2010 <i>Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures</i>; and ii) BS 5228-2 is British Standard BS 5228-2:2009 <i>Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration</i>. <p>Table 3: Vibration Criteria</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Location</th> <th>Details</th> <th>Category A PPV</th> <th>Category B PPV</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied PPFs</td> <td rowspan="2">Inside the building</td> <td>Night 2000h to 0630h</td> <td>0.3 mm/s</td> <td>1 mm/s</td> </tr> <tr> <td>Day 0630h to 2000h</td> <td>1 mm/s</td> <td>5 mm/s</td> </tr> <tr> <td>Other occupied buildings</td> <td>Inside the building</td> <td>Day 0630h to 2000h</td> <td>2 mm/s</td> <td>5 mm/s</td> </tr> <tr> <td rowspan="2">Unoccupied buildings</td> <td rowspan="2">Building foundation</td> <td>Vibration transient</td> <td rowspan="2">5 mm/s</td> <td>BS 5228-2 Table B.2</td> </tr> <tr> <td>Vibration continuous</td> <td>50% of BS 5228-2 Table B.2</td> </tr> </tbody> </table> <p>b) The Category A construction vibration criteria in the table above must be complied with as far as practicable. If measured or predicted vibration from construction activities exceeds the Category A criteria, an independent, suitably qualified and experienced person must assess and manage</p>	Receiver	Location	Details	Category A PPV	Category B PPV	Occupied PPFs	Inside the building	Night 2000h to 0630h	0.3 mm/s	1 mm/s	Day 0630h to 2000h	1 mm/s	5 mm/s	Other occupied buildings	Inside the building	Day 0630h to 2000h	2 mm/s	5 mm/s	Unoccupied buildings	Building foundation	Vibration transient	5 mm/s	BS 5228-2 Table B.2	Vibration continuous	50% of BS 5228-2 Table B.2
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	<p>construction vibration during those activities. If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated by an independent, suitably qualified and experienced person.</p>
<p>28.</p>	<p>Construction Noise and Vibration Management Plan</p> <p>a) Prior to the commencement of enabling or construction works activities, the Requiring Authority must prepare a Construction Noise and Vibration Management Plan.</p> <p>b) The Construction Noise and Vibration Management Plan forms part of the Construction Environmental Management Plan required by Condition 14 and must accompany any relevant outline plan prepared in accordance with Condition 8 or 9.</p> <p>c) The objective of the Construction Noise and Vibration Management Plan is to demonstrate how compliance with the criteria in Conditions 26 and 27 will be achieved for the duration of construction of the Project.</p> <p>d) The Construction Noise and Vibration Management Plan must:</p> <ul style="list-style-type: none"> i) Be prepared by an independent, suitably qualified and experienced person and in general accordance with the requirements of Annex E2 of NZS 6803:1999; ii) Include, as a minimum: <ul style="list-style-type: none"> A) a description of the likely construction noise and vibration emissions; B) a description of the construction work, anticipated equipment and processes and their scheduled durations; C) a description of noise or vibration suppression devices to be used on equipment or processes; D) the hours of operation, including times and days when activities causing noise and/or vibration would occur; E) the construction noise and vibration criteria for the Project; F) identification of affected houses and other sensitive locations where noise and vibration criteria apply; G) methods and frequency for monitoring and reporting on construction noise and vibration; H) procedures for maintaining contact with stakeholders, notifying or proposed construction activities and handling noise and vibration complaints (consistent with the Communications Plan and complaints register); I) a description of alternative mitigation strategies where compliance with the criteria in Conditions 26 or 27 may not be achieved; J) procedures, developed in consultation with TPR, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of the Mangamaire – Woodville A 110kV National Grid transmission line support structures; K) procedures, developed in consultation with Meridian, to remedy or mitigate any potential adverse effects in instances where the construction vibration criteria set out in Condition 27 might not be complied with in respect of Te Āpiti wind farm turbines; L) construction equipment operator training procedures and expected construction site behaviours; M) contact numbers for key construction staff, staff responsible for noise assessment and the Responsible Officer(s).
<p align="center">Construction Traffic</p>	
<p>29.</p>	<p>Construction Traffic Management Plan</p> <p>a) Prior to the commencement of enabling or construction works activities, the Requiring Authority must prepare a Construction Traffic Management Plan.</p> <p>b) The objective of the Construction Traffic Management Plan is to minimise adverse effects on property access, traffic safety and efficiency as a result of enabling or construction works activities. The Construction Traffic Management Plan forms part of the Construction Environmental Management Plan required by Condition 14, must accompany any relevant outline plan prepared in accordance with Condition 8 or 9 and must, as a minimum:</p> <ul style="list-style-type: none"> i) Be prepared by a suitably qualified and experienced person;

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	<ul style="list-style-type: none"> ii) Take into account the outcomes of any consultation with the Community Liaison Group (Condition 12), the Responsible Officer(s), and any relevant issues arising from the implementation of the Communications Management Plan (Condition 11); iii) Set out the numbers, frequencies, routes and timing of enabling or construction works traffic movements; iv) Identify site access routes and access points for heavy vehicles and describe measures to: <ul style="list-style-type: none"> A) monitor and manage, as necessary, the movements of heavy vehicles on Saddle Road during peak times; B) provide for access to the site to be gained (where possible) from both sides of the Ruahine Ranges; C) minimise, as far as practicable, any adverse effects of the movements of heavy vehicles accessing the site from Hope Road, including by: <ul style="list-style-type: none"> 1. restricting construction related heavy vehicle movements to between the hours of 0730 and 1800; and 2. consulting with the owners/occupiers of 29 Hope Road and 75 Hope Road to identify any further practicable measures to manage adverse effects on these properties; D) provide safe site access onto Saddle Road at Cook Road and Morgan Road (if those roads are used for construction access purposes), as well as including safe passing opportunities on Saddle Road; v) Describe methods to manage local and network wide effects of the construction of individual elements of the Project including, as a minimum, the roundabout connections at Ashhurst and Woodville including temporary traffic management measures; vi) Describe methods to limit the movement of construction related heavy vehicles through Ashhurst at night and peak times, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours); vii) Describe methods to limit the movement of construction related heavy vehicles through Woodville at night, including limiting night-time movements to oversized loads and essential movements (such as concrete trucks for continuous pours); viii) Require all heavy construction vehicles to have effective noise suppression devices for engine brakes; ix) Give consideration to opportunities to reduce adverse effects though: <ul style="list-style-type: none"> A) use of KRH's infrastructure to deliver construction materials to the Manawatū River bridge site; B) accelerated construction of the Manawatū River bridge and Hope Road bridge so that these bridges may be used to access the site; x) Set out how the current provision for pedestrians and cyclists is maintained; xi) Detail measures to provide on-going vehicle access to private and adjacent properties, including the Te Āpiti wind farm and the Manawatu Gorge Scenic Reserve <u>Western Car Park</u>, and limit the adverse effects of construction and severance, including by forming any new permanent accesses at the earliest opportunity; and xii) Confirm the management approach to loads on heavy vehicles, including covering loads of fine material and the timely removal of any material deposited or spilled on public roads.
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Commented [CR25]: Condition 11 does not require implementation. We have addressed this earlier through amendment to condition 2.

Commented [CR26]: Amended for consistency

Tangata Whenua Values	
30.	<p>Tangata Whenua Values Monitoring and Management Plan</p> <ul style="list-style-type: none"> a) Prior to the preparation and submission of any Outline Plan for enabling or construction works, the Requiring Authority must prepare a Tangata Whenua Values Monitoring and Management Plan. b) The objective of the Tangata Whenua Values Monitoring and Management Plan is to recognise and provide for the tangata whenua values of the area affected by the Project and to develop mechanisms and processes to seek to avoid or minimise potential impacts on those values through the implementation of agreed monitoring and mitigation measures. c) The Tangata Whenua Values Monitoring and Management Plan must be prepared by a person (or persons) endorsed by the Project Iwi Partners and must include (but not be limited to): <ul style="list-style-type: none"> i) Enabling activities, including site dedications; ii) Cultural protocols and procedures for cultural inductions; iii) A description of specific monitoring activities to be undertaken;

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	<ul style="list-style-type: none"> iv) Confirmation of the roles and responsibilities of personnel in respect of clauses(i) to (iii); v) Approaches to realising opportunities to reuse natural materials/trees, participation in planting, fish surveys and/or transfer, species monitoring and translocation; vi) Setting out the detailed accidental discovery protocol procedures development under Condition 31; vii) Consideration of potential effects on taonga species, or other species of significance to tangata whenua, including, but not limited to: <ul style="list-style-type: none"> A) koura; B) tuna; C) kererū; D) parapara (<i>P. brunoniana</i>); E) tī kōuka; F) toitoi; G) karaka; H) matai; I) puku tawai; J) northern rātā; and viii) Any other matters or measure to avoid or mitigate potential impacts on tangata whenua values, customs and practices.
Archaeology and Historic Heritage	
31.	<p>Accidental discovery protocol and archaeological authority</p> <ul style="list-style-type: none"> a) Where an area of the Designation is not subject to an archaeological authority (sought under section 44(a) and granted under section 48 of the Heritage New Zealand Pouhere Taonga Act 2014), an accidental discovery protocol must apply to all works in that area. b) The accidental discovery protocol must be prepared in consultation with the Project Iwi Partners and Heritage New Zealand Pouhere Taonga and must include, but not be limited to: <ul style="list-style-type: none"> i) Details of contractor training regarding the skills necessary to be aware of the possible presence of cultural or archaeological sites or material; ii) General procedures following the accidental discovery of possible archaeological sites, kōiwi tangata, wāhi tapu or wāhi taonga, including the requirement to immediately cease enabling or construction works activities in the vicinity of the discovery and the requirement to notify parties including, but not limited to, Heritage New Zealand Pouhere Taonga; iii) Specific procedures in the event that kōiwi tangata are discovered; iv) Procedures for the custody of taonga (excluding kōiwi tangata) or material found at an archaeological site; v) Activities (including a review of available and relevant archaeological information) that must be undertaken before enabling or construction works activities in the vicinity of the discovery can recommence, including appropriate tikanga, recording, recovery of artefacts and consultation. c) In the event of kōiwi tangata being discovered, work must cease immediately in the vicinity of the remains and the Project Iwi Partners, Heritage New Zealand Pouhere Taonga, New Zealand Police and the relevant Council(s) must be contacted.
Network Utilities and Roading Infrastructure	
32.	<p>Electrical clearances</p> <ul style="list-style-type: none"> a) Enabling or construction works activities and structures must be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001). b) The planting required by, and managed by, Conditions 17, 18, 19 and 24 must be selected, located and managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003, including at full maturity.
33.	<p>National Code of Practice for Network Utility Operators' Access to Transport Corridors</p> <ul style="list-style-type: none"> a) All works must be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (September 2016), or any approved update to the Code.

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34.	<p>Network Integration Plan</p> <p>a) Prior to the commencement of construction, the Requiring Authority must prepare a Network Integration Plan.</p> <p>b) The objective of the Network Integration Plan is to demonstrate how the Project integrates with the existing local road network including pedestrian and cycling facilities and with future, planned, improvements to the network.</p> <p>c) The Network Integration Plan must be prepared in consultation with the relevant road controlling authority and, as a minimum, include:</p> <ul style="list-style-type: none"> i) Details of proposed works at the interface between the State Highway and the local road network, including road surfacing, road markings and signs; ii) The outcomes of any consultation with the Community Liaison Group established by Condition 12; iii) Confirmation that the Project design does not preclude the future development of the balance of the Lindauer Arts Trail (Woodville to Manawatu Gorge walkway); iv) Specification of how the following requirements will be met: <ul style="list-style-type: none"> A) Prior to the opening of the new road, the improvement of the intersections of State Highway 3 with York Street and Cambridge Avenue to redirect traffic onto the new road; B) The extension of the existing walkway from Hampson Street, Woodville to west of the eastern roundabout; C) The provision of a safe, separated, sealed contraflow shared path along the northern side of SH3 from the intersection of Cambridge Avenue to the Western Car Park; and D) The upgrading of the Ashhurst Bridge to provide improved separated walking and cycling access, subject to any necessary resource consents for the upgrade works being granted.
35.	<p>Ashhurst Bridge</p> <p>a) Prior to the opening of the new road, the Ashhurst Bridge on State Highway 3 must be improved to provide a separated pedestrian and cyclist facility.</p>
36.	<p>Provision of shared paths</p> <p>a) Prior to the opening of the new road a safe, separated, sealed contraflow shared path must be in place along:</p> <ul style="list-style-type: none"> i) the northern side of SH3 from the intersection of Cambridge Avenue to the Western Car Park; ii) the entire length of the new road including across any bridges; and iii) from Woodlands Road, including around or through the proposed Woodlands Road roundabout, to Hampson Street in Woodville. <p>b) The shared path(s) must:</p> <ul style="list-style-type: none"> i) be separated from the carriageway of the new road by, at minimum, a wire barrier; ii) be designed and constructed in accordance with Austroads Guide to Road Design Part 6A Appendix A Figure A1: Bicycle Path Operation Scenario C; iii) have a minimum sealed width of 3.0 metres for the entire length of the new road; and iv) in addition to iii) provide a minimum width of 0.2m clearance from any barrier.
37.	<p>New Manawatu River Bridge</p> <p>a) The new Manawatu River Bridge must include a pedestrian viewing platform(s) providing unobstructed views both upstream and downstream. The viewing platform(s) must be physically separated from shared path and the carriageway for pedestrian safety reasons. The viewing platform(s) must have direct access for pedestrians from the Manawatu Gorge Scenic Reserve carpark.</p>
38.	<p>Recreational path connections</p> <p>a) For the purpose of providing new, or enhancing existing, recreational and tourism assets for the region, the Requiring Authority must establish and administer a fund of \$1 million.</p> <p>b) The fund will be used to undertake the investigation and construction of recreational paths that potentially connect to the shared path required by Condition 36.</p> <p>c) In undertaking (b), the requiring authority must to, in consultation, consult with the Project Iwi Partners, Te Āpiti Manawatu Gorge Governance Group, the Councils, and landowners, undertake the investigation and, subject to land availability and obtaining any necessary statutory approvals, construction of recreational paths that potentially connect to the shared path required by Condition 36.</p> <p>⇒ The fund will be available for the duration of the construction period until the opening of the new road only.</p>

Commented [CR27]: The condition offered is of course welcomed. Clarification of the mechanics of the condition would also be welcomed, and suggestions are proposed to the structure of the condition to make it easier to understand.

The “construction period” is uncertain terminology in respect of the extinguishment of the fund (there is no known precise end date of the construction period). The “*opening of the new road*” is proposed as a preferable and sufficiently certain trigger for the extinguishment of the fund (on the assumption that the end of the construction period and the opening of the new road are approximately the same time).

Commented [CR28]: We are assuming that NZTA would administer the fund. If that is correct it would be sensible to be specific.

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39.	<p>Road Safety</p> <p>a) Road safety audits must be carried out for the Requiring Authority at the detailed design stage and pre-opening/post-construction stages by an independent, suitably qualified and experienced road safety auditor.</p> <p>b) The Requiring Authority must request that the independent road safety auditor expressly consider, amongst other matters, the safety of the Project in respect of vulnerable road users.</p> <p>c) The Requiring Authority must provide to the Responsible Officer(s), within two weeks of their completion, the outcomes of the detailed design and pre-opening/post-construction stages road safety audit processes.</p>
Construction Conditions (Palmerston North City only)	
Parahaki Island	
PN1	<p>Outline Plan – Parahaki Island</p> <p>a) Where an Outline Plan(s) describes works related to the bridging of the Manawatū River, including any piers, abutments and the northern and southern approaches (and associated construction access), the Requiring Authority must:</p> <p style="margin-left: 20px;">i) Consult with the Te Āpiti Ahu Whenua Trust for the purpose of recognising the values of Parahaki Island and providing for those values including by:</p> <p style="margin-left: 40px;">A) minimising, as far as practicable, any impact of the enabling or construction works activities or Manawatū River bridge piers on Parahaki Island;</p> <p style="margin-left: 40px;">B) identifying opportunities to recognise the historical and cultural significance of Parahaki Island in the design of Manawatū River bridge and approaches to the bridge;</p> <p style="margin-left: 40px;">C) identifying opportunities for landscape or ecological mitigation planting required by Conditions 17, 18 and 24 on Parahaki Island.</p> <p style="margin-left: 20px;">ii) As a minimum, include the following in the Outline Plan(s):</p> <p style="margin-left: 40px;">A) details of the consultation undertaken with the Te Āpiti Ahu Whenua Trust, including comments made in relation to the matters listed in a) and any measures taken by the Requiring Authority to respond to these comments.</p>
Recreation and Open Space	
PN2	<p>Western Car Park Construction Management Plan</p> <p>a) Prior to any enabling or construction works that affect access to or use of the car park at the western boundary of the Manawatū Gorge Scenic Reserve and/or access to the Manawatū Gorge walking tracks, a Western Car Park Construction Management Plan must be prepared.</p> <p>b) The objective of the Western Car Park Construction Management Plan is to detail how public access will be maintained for the duration of enabling and construction works activities.</p> <p>c) The Western Car Park Construction Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners, and the Community Liaison Group and must be consistent with the design principles and design outcomes in the Cultural and Environmental Design Framework.</p> <p>d) The Western Car Park Construction Management Plan must include, as a minimum:</p> <p style="margin-left: 20px;">i) While allowing for construction activities, provision of a temporary car park that is generally of the same standard and capacity of the existing car park at 31 October 2018. Details of the temporary car park must be provided to the Department of Conservation and the landowner for consideration and feedback prior to the Western Car Park Construction Management Plan being finalised;</p> <p style="margin-left: 20px;">ii) Details of how public access between any temporary carpark and the Manawatu Gorge Walking Track will be provided;</p> <p style="margin-left: 20px;">iii) Details of security measures including lighting and electronic monitoring of the area beneath the new Manawatu River Bridge; and</p> <p style="margin-left: 20px;">iv) Details of any changes to or temporary relocation of existing way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge) and any upcoming closure information.</p> <p>e) If a temporary closure to the Western Car Park is required this must only occur during</p>

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	weekdays and for no more than two consecutive working weeks at a time. The Department of Conservation and the Responsible Officer(s) must be made aware of the details of the temporary closure at least 10 working days prior to the closure occurring.
PN3	<p>Western Car Park Reinstatement Management Plan</p> <p>a) Within one year of commencing the construction of works in the proximity of the Western Car Park that will directly affect that car park, a Western Car Park Reinstatement Management Plan must be prepared.</p> <p>b) The Western Car Park Reinstatement Management Plan must be prepared in consultation with the landowner, Department of Conservation, Palmerston North City Council, the Te Āpiti Manawatū Gorge Governance Group, the Project Iwi Partners and the Community Liaison Group and be consistent with the design principles and design outcomes in the Cultural and Environmental Design Framework.</p> <p>c) The Western Car Park Reinstatement Management Plan must, as a minimum:</p> <ul style="list-style-type: none"> i) provide for at least the same number of car parks as the number that existed at 31 October 2018; ii) provide for at least the same number of toilet and bike parking facilities that existed at 31 October 2018; iii) provide for at least the same public access to the Manawatu-Manawatū River that existed at 31 October 2018; iv) include a Crime Protection Through Environmental Design (CPTED) Safety Site Assessment; v) incorporate any decisions regarding the future status of the closed section of State Highway 3 immediately adjacent to the car park that existed at 31 October 2018; vi) take into account the final masterplan prepared by the Te Āpiti Manawatū Gorge Governance Group; vii) describe the reinstatement of land used for construction including: <ul style="list-style-type: none"> A) removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner); B) replacement or reinstatement of formal parking areas, boundary fences, landscaping and way finding and interpretation signs within and adjacent to the Western Car Park (including signs to existing walking tracks and to any pedestrian access or viewpoints for pedestrians on the new Manawatū River bridge); C) reinstatement of grassed areas to a similar condition as existed prior to construction; and D) replacement of trees and other planting removed as part of construction activities. viii) <u>include</u> details of the consultation undertaken under clause (b) above, including the comments made and any measures taken by the Requiring Authority to respond to these matters; ix) <u>include details regarding access from the carpark to</u> the pedestrian viewing facility on the new bridge over the Manawatū River required by Condition 37.
Construction Conditions (Manawatū District only)	
Network Utilities	
M1	<p>Outline Plan – Tararua High Pressure Gas Transmission Pipeline</p> <p>a) Where an Outline Plan(s) describes enabling or construction works that traverse the Tararua High Pressure Gas Transmission Pipeline, the Requiring Authority must:</p> <ul style="list-style-type: none"> i) Consult with First Gas in order to develop any necessary measure to ensure that no enabling or construction works activities, and particularly site access, cause material damage to or affect the operation and maintenance of the pipeline. ii) Include details of the consultation undertaken and any measures to protect the pipeline in the Outline Plan.
M2	<p>Outline Plan – Palmerston North to Gisborne Rail Corridor</p> <p>Where an Outline Plan(s) describes enabling or construction works within or adjacent to the Palmerston North to Gisborne rail corridor, the Requiring Authority must:</p> <ul style="list-style-type: none"> a) Consult with KRH for the purpose of appropriately avoiding, remedying or mitigating any potential adverse effects of the Project (including as a result of access across the corridor) on the continued operation, maintenance and upgrading of the rail line. b) Include details of the consultation undertaken and any measures to avoid, remedy or mitigate any potential adverse effects in the outline plan. c) Set out how any measures to avoid, remedy or mitigate any potential adverse effects identified in accordance with clause (b) may be reviewed and updated, as necessary.

Commented [CR29]: There appear to be words missing from the beginning of this clause. Is the intention that the management plan show details on how the pedestrian facility will be accessed from the carpark? Amendment proposed accordingly.

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Advice Note: Written consent from KRH under section 177(1)(a) of the RMA is required independent of this condition.

Construction Conditions (Tararua District only)

Network Utilities and Infrastructure

T1	<p>Te Āpiti Wind Farm Management Plan</p> <p>a) Prior to any enabling or construction works, being undertaken within the portion of the Te Āpiti wind farm site indicated by property reference numbers 9, 10, 11, and 12 on Land Requirement Plan LR-11 dated October 2018, the Requiring Authority must prepare a Wind Farm Management Plan.</p> <p>b) The objective of the Wind Farm Management Plan is to set out measures to avoid where practicable the potential effects of the Project on wind farm operations provided for by the wind farm resource consent (granted on 3 September 2003) and, where avoidance is not possible, set out measures to remedy or mitigate such effects.</p> <p>c) The Wind Farm Management Plan must, as a minimum:</p> <ul style="list-style-type: none"> i) Be prepared in consultation with Meridian; ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to Meridian's comments and feedback; iii) Describe the details of the on-going access arrangements, including for over-dimensional loads, and as required by Condition 9(e)(vi) to accommodate Meridian's operation, maintenance and upgrade requirements; iv) Describe the details of management of construction traffic within the wind farm; v) Describe measures to protect underground infrastructure, as required by Condition 9(e)(iv); vi) Include technical, engineering and geotechnical advice from suitably qualified and experienced person(s) in relation to the impact of the enabling or construction works activities on the safe and efficient operation of a turbine where: <ul style="list-style-type: none"> A) enabling or construction works activities (other than for the relocation of underground infrastructure and wind farm accesses) are within 160 metres of a turbine location shown on the plan marked "Drawing No. 1 (Rev 3) General Site Plan With Topo Information" (referenced in the resource consent granted on 3 September 2003) except that in the case of turbines A11, A12 and A13 (now known as TAP01, TAP02, and TAP03) this distance is limited to 60m when closer to Ashhurst; and B) that turbine is not removed as part of the Project; vii) Confirm compliance with NZECP 34:2001; viii) Set out details of site management and security; ix) Describe arrangements for wind farm site inductions and contractor training, including Meridian's involvement in that training; and x) Confirm measures to manage the effects of dust that may damage the turbines, substation or overhead electricity transmission lines.
T2	<p>National Grid Management Plan</p> <p>a) Prior to any construction works, or enabling works, being undertaken in the vicinity of the Mangamaire – Woodville A 110kV transmission line, the Requiring Authority must prepare a National Grid Management Plan.</p> <p>b) The objective of the National Grid Management Plan is to avoid, remedy or mitigate the potential effects of the Project on the operation and maintenance of the Mangamaire – Woodville A 110kV transmission line.</p> <p>c) The NGMP must, as a minimum:</p> <ul style="list-style-type: none"> i) Be prepared in consultation with TPR; ii) Include details of the consultation undertaken, including measures taken by the Requiring Authority to respond to TPR's comments and feedback; iii) Demonstrate how construction <u>and enabling</u> works and associated activities are designed and undertaken to comply with NZECP 34:2001; iv) Establish a specific height for clearance over a State highway, if necessary; v) Describe the details of the on-going access arrangements as required by Condition 9(e)(vi);

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	<ul style="list-style-type: none"> vi) Develop measures to control induced and transferred voltages and earth potential rise where conductive material is within 8 metres of the transmission line support structures; vii) Confirm procedures set out for the management of construction vibration included in the Construction Noise and Vibration Management Plan require by Condition 28(d)(ii)(L); viii) Identify areas where additional management measures are necessary such as fencing or hurdles; ix) Confirm timing for any outage that may be necessary; x) Confirm measures to manage the effects of dust that may damage the National Grid transmission lines; and xi) Confirm details of contractor training, and TPR's involvement in that training, for those working within 8 metres of the transmission line support structures or within the maximum extent of conductor swing (at maximum operating temperature).
Ballantrae Hill Country Research Station	
T3	<p>Ballantrae Station and Ballantrae Station Management Plan</p> <ul style="list-style-type: none"> a) The road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) must avoid the Big Hill (HFHF - High Fertiliser High Fertiliser) farmlet as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019. b) Where the road construction footprint (inclusive of a 10-metre buffer from the edge of any cut or fill) traverses Ballantrae Station as shown on Land Requirement Plans LR-06 and FR-07 dated October 2018 it must be positioned in a manner that minimises as far as is reasonably practicable the elimination of existing frame sites (permanent field measurement sampling sites) located within the Pylon East (HFNF - High Fertiliser No Fertiliser); Pylon West (LFLF – Low Fertiliser Low Fertiliser) and Pylon Centre (LFNF – Low Fertiliser No Fertiliser) farmlets as shown on Figure 1 of the Statement of evidence of Alec Donald Mackay of AgResearch Ltd dated 15 March 2019. c) There must be no spoil sites or large-scale erosion and sediment control structures (such as sediment settling ponds or wetlands) located within Ballantrae Station. d) Prior to undertaking any enabling or construction works activities within the Ballantrae Station site, the Requiring Authority must prepare a Ballantrae Station Management Plan in consultation with AgResearch Ltd. e) The objective of the Ballantrae Station Management Plan is to give effect to Conditions (a) to (d) above and to further avoid, remedy or mitigate the potential adverse effects of the Project on Ballantrae Station's farming operations and the current long-term fertiliser and grazing trial. f) The Ballantrae Station Management Plan must, as a minimum: <ul style="list-style-type: none"> i) Delineate the road construction footprint within the Station; ii) Where practicable, provide for the reinstatement of eliminated frame sites in a suitable alternative location; iii) Set out the measures to be implemented to maintain site access and the ability to move stock within and between farmlets during, and following, the completion of enabling or construction works; iv) Set out measures to be implemented to manage construction noise to minimise disruption to grazing stock; v) Set out measures to be implemented to minimise dust from enabling and construction works impacting on the long-term fertiliser and grazing trial farmlets; vi) Set out site security and safety measures that minimise the risk of stock rustling and manage risks to farm staff as a result of enabling or construction works activities; vii) Document a monitoring programme that: <ul style="list-style-type: none"> A) obtains soil and pasture attribute data from all 72 existing frame sites to provide a 2019 data baseline that is comparable to historical monitoring data from those frame sites; B) obtains soil and pasture attribute data that is comparable to historical monitoring data from all frame sites that will remain post-road construction, both during construction and for five years following the completion of construction works, to enable the effects of the operation of the road to be assessed. g) The Requiring Authority must undertake the monitoring programme required under Condition T3(f)(vii) above and provide the results to AgResearch on an annual basis. h) The Requiring Authority must undertake a survey of North Island hill country sheep and beef farmers to determine that sector's future soil attribute and pasture production research priorities so as to enable AgResearch Ltd to determine what form of replacement research site would be appropriate in the event of a suitably qualified and experienced expert engaged by the Requiring Authority determining that the

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	<p>long term fertiliser trial at Ballantrae Station ceases to be viable on a farming system basis as a result of the new road's construction.</p> <p>i) The survey under (h) must be designed in collaboration with AgResearch Ltd and must be undertaken and the results documented in a report that is provided to AgResearch Ltd prior to the opening of the new road.</p>
QEII National Trust Open Space Covenants	
T4	<p>Outline Plan – QEII National Trust open space covenants</p> <p>a) Where an Outline Plan(s) describes works within the areas subject to QEII Trust open space covenants (shown on Plan C-06 dated October 2018), the Requiring Authority must consult with the QEII National Trust for the purpose of designing and constructing the Project to avoid impacts where possible and, where avoidance is not possible, minimise impacts, as far as practicable, on the QEII Trust open space values of the area subject to the covenant.</p> <p>b) As a minimum, the Outline Plan must:</p> <p>i) set out details of the consultation undertaken under clause (a) and any measures taken by the Requiring Authority to respond to matters raised;</p> <p>ii) demonstrate how the extent of enabling or construction works on the site is limited (including by Condition 9(e)) in order to avoid, or minimise as far as practicable, impacts on the QEII Trust open space values; and</p> <p>iii) describe any restoration that may be proposed (including as part of the Landscape Management Plan required by Condition 17 or the Ecological Management Plan required by Condition 24).</p>
Operational Conditions (common to all three Districts)	
Noise and property	
40.	<p>Road surfacing</p> <p>a) Prior to the opening of the new road, a low noise road surface must be laid on:</p> <p>i) State Highway 3 Napier Road between Cambridge Avenue and the Manawatū River; and</p> <p>ii) Vogel Street in Woodville; and</p> <p>iii) The main alignment from the eastern roundabout extending at least 2.0 kilometres to the west of the roundabout; or</p> <p>iv) Instead of (iii) concrete barriers must be provided in order to control sound levels at the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018.</p>
41.	<p>Traffic separation</p> <p>a) Traffic lanes of the roundabouts must be more than 100 metres from dwellings existing on 31 October 2018; and</p> <p>b) Traffic lanes must be more than 200 metres from the dwellings at 49807 State Highway 3 and 75 Hope Road, Woodville existing on 31 October 2018.</p>
42.	<p>Lot 2 DP 351133 landscaping</p> <p>a) Within 12 months of the opening of the new road, the Requiring Authority must consult with the owners of Lot 2 DP 351133 to develop and implement a plan for planting along the southern boundary of this property to screen views of the road.</p>
43.	<p>Noise bunds</p> <p>a) Prior to undertaking en-enabling or construction works activities in the vicinity of 1213 Fitzherbert East Road or 49846 State Highway 3:</p> <p>i) An earth bund must be designed and constructed for 1213 Fitzherbert East Road for the purpose of mitigating and screening the property from operational road noise. The design must be undertaken in consultation with the owners/occupiers of the property.</p> <p>ii) An earth bund must be designed and constructed for 49846 State Highway 3, Woodville, for the purpose of mitigating and screening the property from operational road noise. The design must be undertaken in consultation with the owners/occupiers of the property.</p> <p>b) An independent, suitably qualified and experienced person must design the noise bunds provided for 1213 Fitzherbert East Road and 49846 State Highway 3 required by i) and ii) to ensure that the best practicable option is adopted to mitigate heavy vehicle engine braking noise effects on these properties.</p>
44.	Post-construction review

Commented [CR30]: There is an issue as to certainty.

It is not clear whether the survey is only required on the pre-condition that a "suitably qualified and experienced expert engaged by the requiring authority"... determines that the trial is no longer viable.

If the requirement to undertake a survey is absolute, then arguably the second part of the condition (from "in the event") is not required at all and could be deleted.

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	<p>a) Within 12 months of the opening of the new road, the Requiring Authority must undertake a post-construction review in accordance with the NZTA's 'Specification for Noise Mitigation' (NZTA P40:2014) that includes:</p> <ul style="list-style-type: none"> i) noise modelling; ii) site inspection of road surfaces or concrete barriers provided by Condition 40; and iii) noise measurements at the PPFs located at 49807 State Highway 3, 49846 State Highway 3, 75 Hope Road, Woodville and 1213 Fitzherbert East Road, Ashhurst to verify the acoustics model, subject to access being provided. <p>b) If the post-construction review concludes that the sound levels exceed the NZS 6806:2010 'Acoustics – Road-traffic noise – New and altered road' Category A criteria for new roads (at 49807 State Highway 3 and 75 Hope Road) and altered roads (at 49846 State Highway 3 and 1213 Fitzherbert East Road, Ashhurst), the Requiring Authority must, in consultation with the respective property owners, provide further noise mitigation to reduce noise levels to meet the Category A criteria (subject to reasonable access to allow any mitigation to be implemented).</p> <p>c) The noise modelling and the details of any mitigation must be provided to the Council(s).</p>
Lighting	
45.	<p>Operational lighting</p> <p>a) Lighting must be designed, maintained and operated to comply with <i>AS/NZS 1158 Lighting for Roads and Public Spaces</i>.</p>
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46.	<p>Written consent under section 176 of the RMA - Te Āpiti Wind Farm</p> <p>a) The Requiring Authority must not require Meridian to seek written consent under section 176 of the RMA for work that can occur in accordance with the resource consent for the Te Āpiti wind farm (dated 3 September 2003) where that work does not encroach on, or impact on, the construction or operation of the State highway. To the extent that written approval is required, this Condition must constitute written approval.</p>